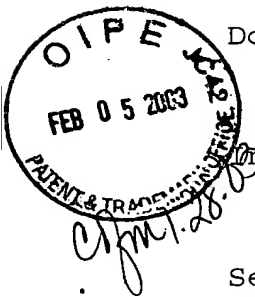


3612

Docket No.: 163-345

## IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

re Application of )  
 )  
 Fabrizzo Panizzolo )  
 )  
 Serial No.: 09/955,886 )  
 )  
 Filed: September 19, 2001 )

Group Art Unit: 3612  
 Examiner: Patel, Kiran B

For: ENGINE HALF-TROLLEY OF SIMPLIFIED STRUCTURED FOR  
 INDUSTRIAL VEHICLE

New York, NY 10036  
 January 28, 2003

Commissioner for Patents  
 Washington D.C. 20231

## AMENDMENT

This Amendment is being filed in response to the Office Action that was mailed October 28, 2002. Kindly amend the above identified application as follows:

IN THE SPECIFICATION

Kindly amend the specification as follows:  
 Rewrite the Title as follows:

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GROUP 3600

a1 --ENGINE HALF-TROLLEY FOR INDUSTRIAL VEHICLES--

Page 1, line 1, insert

a2 --The present application claims priority to Italian Patent Application No. MI 2000A 002103, filed September 28, 2000. -

Page 1, line 3, insert:

a3 --BACKGROUND OF THE INVENTION--

Page 2, line 18, insert:

a4 --SUMMARY OF THE INVENTION--

Page 3, rewrite the paragraph that begins at line 7 as

follows:

Ab The above purposes according to the present invention are achieved by providing an engine half-trolley for industrial vehicles set at a side of a vehicle chassis and comprising a casing (12) from which there comes out at least one wheel hub (13) for a respective wheel (14), an input shaft (17) to said half-trolley (10) being connected to a differential (16) of the vehicle, wherein between said input shaft (17) and said wheel hub (13) there are provided in succession two bevel-gear pairs housed in an arm (15, 115) forming part of said casing (12), in which at least one bottom area of said arm (15, 115), for attachment to the wheel hub (13), has bevels (26, 26'), wherein within said arm (15, 115) forming part of said casing (12) there is set in succession a ring bevel gear (18), which meshes with a bevel pinion (19) set at one first end of a continuous transmission shaft (20), said transmission shaft (20) carrying, at its second end, another bevel pinion (21), which in turn engages with a further ring bevel gear (23) fixed on a shaft (24) connected to said wheel hub (13).

Page 3, delete the paragraph that begins at line 12.

Page 3, line 13, insert:

Ab --BRIEF DESCRIPTION OF THE DRAWINGS--

Page 4, rewrite the paragraph that begins at line 4, and the following paragraph as follows:

A7 Figure 3 is a sectional view, at an enlarged scale, of one half of the engine half trolley illustrated in Figure 2 along the plane labeled as I according to one first embodiment; and

A8 Figure 4 is a sectional view, at an enlarged scale, of one half of the engine half trolley illustrated in Figure 2 along the plane labeled as I in a second embodiment with

Q8 inclined arms.

Page 4, line 9, insert:

Q9

--DETAILED DESCRIPTION OF THE INVENTION--

Page 6, rewrite the paragraph that begins at line 4 as follows:

Q10 The presence of these pinions and ring bevel gears moreover make it possible to keep the overall dimensions of the casing 12, of the arm 15, and of its extension 25 extremely contained. In fact, the arm 15 is provided, in its area of attachment to the central transmission and, above all, in particular in one bottom area of attachment to the extension 25, which bears the wheel hub 13, with bevels 26, 26'. These bevels 26, 26' in the casing 12 reduce the overall dimensions towards the inside of the vehicle and enable the vehicle provided with said half-trolley 10 to have a greater and easier penetration, above all in muddy terrain and in situations where obstacles may be present.

Page 7, rewrite the paragraph that begins at line 15 as follows:

Q11

There is, in fact, also obtained an inclination outwards of the internal part of the arm 115, as already obtained thanks to the bevels 26, 26'.

IN THE CLAIMS

Kindly amend claims 1-9 as follows:

Q12 1. (amended) An engine half-trolley (10) for industrial vehicles set at a side of a vehicle chassis and comprising a casing (12) from which there comes out at least one wheel hub (13) for a respective wheel (14), an input shaft (17) to said

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half-trolley (10) being connected to a differential (16) of the vehicle, wherein between said input shaft (17) and said wheel hub (13) there are provided in succession two bevel-gear pairs housed in an arm (15, 115) forming part of said casing (12), in which at least one bottom area of said arm (15, 115), for attachment to the wheel hub (13), has bevels (26, 26'), wherein within said arm (15, 115) forming part of said casing (12) there is set in succession a ring bevel gear (18), which meshes with a bevel pinion (19) set at one first end of a continuous transmission shaft (20) having a first end and a second end, said transmission shaft (20) carrying, at said second end, another bevel pinion (21), which in turn engages with a further ring bevel gear (23) fixed on a shaft (24) connected to said wheel hub (13).

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3. (amended) The engine half-trolley (10) according to Claim 1 wherein said wheel hub (13) is set on an extension (25) of said arm (15).

4. (amended) The engine half-trolley (10) according to Claim 1, wherein said casing (12) comprises said arm (15, 115), and said input shaft (17) said casing (12) further comprising said bevel (26).

5. (amended) The engine half-trolley (10) according to Claim 1, wherein an axis of said arm (115) is inclined at an angle ( $\beta$ ) with respect to a longitudinal direction, said angle ( $\beta$ ) being measured with respect to the direction of movement of said vehicle chassis.

6. (amended) The engine half-trolley (10) according to Claim 5, wherein said axis of said arm coincides with an axis of rotation (27) of a transmission shaft (20), which is set supported on bearings (22).

7. (amended) The engine half-trolley (10) according to Claim 6, wherein said angle ( $\beta$ ) is between  $3^\circ$  and  $40^\circ$ .

Q13 8. (amended) The engine half-trolley (10) according to Claim 7, wherein said engine half-trolley (10) is provided with a pair of arms (15, 115) carrying respective wheel hubs (13), each of said arms (15, 115) being provided with two bevel-gear pairs (18, 19; 21, 23), which drive in motion a single input shaft (17) and each of which controls a wheel hub (13) for a respective wheel (14).

9. (amended) The engine half-trolley (10) according to Claim 8, wherein said arm (15, 115) is a casting.

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Kindly add new Claim 10 as follows:

Q14 10. (new) The engine half-trolley (10) according to Claim 6, wherein said angle ( $\beta$ ) is approximately  $15^\circ$ .

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Kindly cancel Claim 2.

#### REMARKS

A sentence has been added to the specification reciting the claim to foreign priority that the Examiner has acknowledged in paragraph 1 of the Office Action. Also the title has been amended to remove the phrase "OF SIMPLIFIED STRUCTURE". Additional changes have been made to the claims to improve the syntax and remove phrases that lack antecedent basis.

In paragraph 2 of the Office Action, the Examiner objected to the drawings under 37 C.F.R. §1.84(p)(4) because of the dual appearance of reference character 26. Figures 3 and 4 have been amended in red ink to show one bevel as 26 and the other as 26'. The specification has also been amended to recite the new reference character. It is therefore requested that the objection to the drawings be withdrawn, and the drawings be considered allowable.

In paragraph 3 of the Office Action the Examiner objected to Figure 3 and 4 under MPEP §608.02(h) as having improper sectional views. Figure 2 has been amended in red ink to